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JAPANESE PHOTOGRAPHER
All kinds of Pict. & rapid
work done in latest style.
Developing and Printing for
Amateurs a Specialty.
3a. QUEEN'S ROAD
ST. CENTRAL.

The China Mail

ESTABLISHED 1841

GRAND PRIZE, PARIS 1903
The Highest Quality Award
Joseph Gillott's PENS
In Highest Quality, a Service Award
Durable, as Signature
GILLOTTS
The only Award Winning

No. 14558

號一十周二十年九零百九千一英

HONGKONG SATURDAY, DECEMBER 11, 1909.

日九廿月十年九

PRIOR, \$8.00 Per Month

OLD VAT
No. 4
SCOTCH WHISKY
Sole Agents in
HONGKONG,
CHINA &
MANILA.
**A.S. Watson &
Co., Ltd.**
As supplied to the
House of Lords
and
House of Commons.

**CHINA MUTUAL LIFE IN-
SURANCE CO., LD., OF
SHANGHAI**
DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stephenson, Esq., Secretary.
Lo Tung Su, Esq.,
J. H. McMichael, Esq.,
S. R. Bortell, Esq.,
J. A. Wattie, Esq., Managing Director.
S. B. Neill, F.I.A., Actuary.
A strong British Corporation Registered
under the Companies Ordinance and under
Life Insurance Companies' Acts, England.
Insurance in Force.....\$34,054,153.00
Assets.....7,114,490.05
Income for Year.....3,073,834.81
Total Security to Policy-holders.....7,885,852.53
Lectets Knox, Esq.,
B. District Manager, Hongkong, Canton,
W. Tapp, Esq.,
District Secretary, Macao and the
Philippines.
Alexandra Building, Hongkong.
Hongkong, November 18, 1909. 1424

COMMERCIAL
Share Report.
Messrs Vernon and Smyth in their
weekly share report dated December 10,
state:—
The market still continues dull and with
the exceptions of Banks, Unions, North
Chinas, and China Fires rates generally
close lower. Exchange on London
T/T closes at 1/3 1/4 and on Shanghai at 75.
Banks.—Sales of Hongkong and Shang-
hai have taken place during the week at
908 and 907 1/2, the market closing steady at
the latter rate. Nationals remain un-
changed and without business.
Marine Insurance.—Unions have further
improved to 800 with buyers, after sales at
that and at 885. North Chinas are in re-
quest at the improved rate of 115. Cantons
continue quiet and neglected with sellers
at 155, and reported sales at 150.
Shipping.—Hongkong, Canton and Ma-
caos show a slight improvement with buyers
at 30 1/2. Indos have changed hands at 60
cash and at 62 for March. Shells have
declined in London to 67/6. Other stocks
under this heading call for no remarks.
Refineries.—China Sugars have been
negotiated at 159 and 160, closing with
sellers at the latter rate. Luzons remain
unchanged.
Mining.—Langkats have been a very un-
steady market, the rate backing and filling
between 730 and 780 and closing at the
latter rate. Other stocks under this head-
ing remain unchanged.
Docks, Wharves and Godowns.—Hong-
kong and Whampoa Docks have been the
medium of a small business at 51 and 52,
the market closing with sellers at 52.
Kowloon Wharves have ruled weaker and
after sales at 52 close with sellers at 51 1/2.
Shanghai Docks close rather higher at 77,
and Hongkong Wharves after touching 134
close again at 129.
Lands, Hotels and Buildings.—Hong-
kong Lands have declined with sales to
102; buyers, however, prevail at the close.
West Yachts have changed hands at 44,
and close steady at that rate. Hotels are
still enquired for at 75 and 43 1/2, with only
very small sales to report. Humphreys
have been placed at the reduced rate of 8.
Cotton Mills.—Hongkong have improved
at 6 1/2 with sales. Ewes and Soy Chees
are wired from the North at 133 and 440,
respectively. Internationals 75, ex div.
Lau Kung Mow at 105 are quoted according
to the last Shanghai circular.
Rubbers.—A quiet week, with a gradual
fall in price, in sympathy with a weak
London market. The following business
has been transacted: Kamunings at 3/3
prem., Castelfields at 61/3, 62/6, and finally
at 50; Ladburys at 48/4, Fajans at 81 and
7/80; Depots at 22/60; Lancs at 24/6 and
34/4 and Balgownies at 67 1/2 and 70.
Miscellaneous.—China Boreons have de-
clined to 13 1/2 without business. China Provs,
Cements and Watson's have changed hands
at quotations in small lots. Other stocks
under this heading continue weak and
neglected and without business.

**NO OPIUM IN CHAMBERLAIN'S
COUGH REMEDY.**
There is not a particle of opium or
other narcotic in Chamberlain's Cough
Remedy, and never has been since it was
introduced to the public. It is as safe a
medicine for a child as for an adult. For
sale by all chemists and druggists.

Business Notices.
W. S. BAILEY & Co., Ltd.
ENGINEERS AND SHIPBUILDERS.
OFFICES AND WORKS,
KOWLOON CITY ROAD.
TELEPHONE, K. 21.

THEATRE ROYAL
CITY HALL
TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!
LAST NIGHT OF THE
MERRYMAKERS
—AND—
BIG FAREWELL PROGRAMME.
New Songs, New Dances, New Sketches.
TO-NIGHT! TO-NIGHT!
ABSOLUTELY LAST APPEARANCE IN HONGKONG OF THE
MERRYMAKERS
A NIGHT TO REMEMBER.
A BRILLIANT PROGRAMME BY A
Brilliant Company.
Plan at S. MOUTRIE & Co.
PRICES: \$3, \$2, \$1.
Hongkong, December 1, 1909. 1497

'SOLIGNUM'
A Perfect Preservative Stain for Wood, Stone and Brickwork. It protects against
decay, fungus, dry rot, the ravages of insects and vermin (especially white
ants) and the action of the weather. 'Solignum' really does what is claimed for it,
as may be seen from the testimonials of the Governments of India, the Sudan, etc.
In Drums and Barrels of Various Colours.
Prospectus and all information from
SIEMSEN & Co.,
(Machinery Dept.) Hongkong, Sole Agents.
Hongkong, December 7, 1909. 1519

ORIENTAL HOTEL
No. 2, Queen's Road Central.
A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
SITUATED in the most central position. Large and airy Rooms. Hot and Cold
Water Baths. Gas and Electric Light. Cuisine entirely under European Super-
vision. Private Bar and Billiard Rooms. Monthly Rates for Tiffin and Dinner.
Terms moderate.
FREDERICK REICHMANN, Proprietor & Manager.
(late Manager of J. Lyons & Co. (Trocadero) leading Caterers in London and of the
Grand Oriental Hotel, Colombo).
Telephone No. 197. Telegrams Address 'Oceano', Hongkong.
Hongkong, December 1, 1909. 154

ASTOR HOUSE HOTEL
(LAI & CONNAUGHT HOTEL).
QUEENS ROAD CENTRAL.
CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and Comfortable Rooms, Excellent Cuisine, under the
superintendence of an experienced French Chef.
PARTICULARS AND RATES on application to MANAGER.
L. GAMEAU, Proprietor. **N. BLUMENTHAL, Manager.**
Hongkong, October 3, 1909. 1361

NOTICE.
HAVING been appointed AGENTS in
Hongkong for the WESTERN
ASSURANCE COMPANY, we are pre-
pared to accept approved European and
Chinese risks at current rates.
JOHN D. HUMPHREYS & SON.
Hongkong, August 1909. 38

**NIGHT STEAMER TO
CANTON.**
New Twin Screw Steamer.
S.S. SAN CHEUNG
Fitted throughout with Electric Light
and Fan supplied in all cabins.
(Captain J. McGarry).
LEAVES Hongkong for Canton at 9 P.M.
SUNDAY, TUESDAY & THURSDAY.
Leaves Canton for Hongkong at 6.30 A.M. on
MONDAY, WEDNESDAY & FRIDAY.
Fare, 1st Class, \$2.50 single passage.
Meals.....\$1 each.
Sundry passengers must be paid for.
CHONG ON STEAMBOAT CO., LD.
No. 235, De Vaux Road Central.
Hongkong, November 12, 1909. 154

E. C. WILKS,
M.I. MECH. E. A.M.I.N.A.
LATE OF WILKS & JACK, LD.
CONSULTING ENGINEER,
SURVEYOR & VALUER
OF ALL CLASSES
MACHINERY & EFFECTS.
Annual Stocktaking of Engi-
neering and Allied Trades
a speciality.
YORK BUILDINGS,
1st Floor, HONGKONG.
Office Tel. 195. Residence K20.
Tel. Address: WICKERWORK, Hongkong.
Hongkong, April 14, 1909. 315

THE GRAND CARLTON HOTEL
8 and 10, Ice House Road.
THE ONLY FIRST-CLASS FAMILY HOTEL IN HONGKONG.
MAINTAINS ITS REPUTATION FOR COMFORT AND CLEANLINESS.
O. E. OWEN, Sole Proprietor.

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
BELL'S ASBESTOS
THE MOST RELIABLE PACKING FOR MARINE ENGINES.
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE: 4, QUEEN'S BUILDINGS.
TELEGRAMS: ASBESTOS, HONGKONG. TELEPHONE No. 501.

LANE, CRAWFORD & CO.
TELEPHONE No. 97.
CHRISTMAS SPECIALITIES.
NEW SEASONS FRUITS
VALENCIA RAISINS, SULTANAS, ZANTE CURRANTS, &c.
CHRISTMAS
PUDDINGS, CAKES, MINCEMEAT.
Pulled Figs, Muscatels, Carlsbad
and Elvas Plums.
FILBERT, ALMOND, BARCELONA AND
BRAZIL NUTS.

ENGLISH & FRENCH CONFECTIONERY
FANCY BOXES OF CHOCOLATES AND SWEETS.
CRYSTALLIZED FRUITS.
YORK HAMS
STILTON & GORGONZOLA CHEESE.
TABLE DECORATIONS
CRACKERS. COSAQUES.

TOYS AND DOLLS.
USEFUL PRESENTS
IN ALL DEPARTMENTS.
LANE, CRAWFORD & CO.

PURITY
ASK FOR
O. B.
BEER and ALE.
(Guaranteed Absolutely Free of all injurious preservatives).
IN CASES OF 4 DOZ. QUARTS OR 6 DOZ. PINTS.
Beer - - \$12.00. Ale - - \$14.00.
Order from your dealer or from the
ORIENTAL BREWERY, LTD.
Depot: 55-57, Des Vaux Road.
Telephone 479. P. O. Box 234. [835]

DIAMONDS AND GEM-SET JEWELLERY
Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, &c.
Jade Stone and Chinese Made Gold Jewellery.
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.
Repairs of Watches and Jewellery effected by experienced Europeans.
J. ULLMANN & CO.
34, Queen's Road Central Opposite General Post Office.

THE GRAND CARLTON HOTEL
8 and 10, Ice House Road.
THE ONLY FIRST-CLASS FAMILY HOTEL IN HONGKONG.
MAINTAINS ITS REPUTATION FOR COMFORT AND CLEANLINESS.
O. E. OWEN, Sole Proprietor.

Business Notices.
GREEN ISLAND CEMENT CO., LD
PORTLAND CEMENT
In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.
In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.
Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.
ARE SHOWING
NEW GOLFERS,
LATEST DESIGNS
CLOTH SUITS AND COATS.
A GOOD ASSORTMENT OF
FURS.
7 & 9, PEDDER STREET. TELEPHONE 644.

THE HONGKONG HOTEL
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
BAND AT Tiffin & DINNER. A. F. DAVIES, Manager.
PEAK HOTEL
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
Open to the South Wind in Summer and protected from the North-east Winds in
Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day Max. Telegraphic Add: 'Peak Hotel'.
Town Office: 4 Des Vaux Road.
Hongkong, February 8, 1908. 11

**CRICKSHANK'S COUGH
REMEDY**
A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma,
(and all Diseases of the Chest and Lungs—Price \$1.00 per bottle).
**ANISEED AND LICORICE
COUGH BALM**
For the relief of Coughs, Colds, Hoarseness and Soreness of the
Chest—50 cents and \$1.00.
MARTIN'S MIXTURE
A specific for Influenza, Hay Fever, Cold in the Head—Price \$1.00.
VICTORIA DISPENSARY.

Cadbury's
ROURNVILLE
COCOA
IS AN INVALUABLE LIQUID FOOD IN THE FORM
OF A DELICIOUS BEVERAGE.
FOR STRENGTH, PURITY AND NOURISHMENT,
THERE IS NOTHING SUPERIOR TO BE FOUND.
MEDICAL MAGAZINE.
IS A HIGH-CLASS COCOA WITH A DISTINCTIVE
FLAVOUR DEVELOPED BY A SPECIAL PROCESS.
PREPARED BY CADBURY'S FROM THE
FINEST COCOA.
Hongkong, December 10, 1907.

Kupper's
Pilsener Beer.
The Leading Beer in the Far
East.
SOLE AGENTS
Caldbeck, Macgregor & Co.
Wine & Spirit Merchants.
Hongkong, December 1, 1909.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000
RESERVE FUND \$15,000,000
RESERVE FUND \$15,000,000

COURT OF DIRECTORS
Hon. Mr. W. J. GAZDAR—Chairman.
H. E. TOLSON, Esq.—Deputy Chairman.
G. B. BULLOCK, Esq.
J. W. BULLOCK, Esq.
R. G. BULLOCK, Esq.
G. E. BULLOCK, Esq.
O. R. BULLOCK, Esq.

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months 2½ per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3½ per cent. per annum.

J. R. M. SMITH, Chief Manager.
Hongkong, November 13, 1909.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
J. R. M. SMITH, Chief Manager.
Hongkong, January 12, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1852.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,000,000
RESERVE FUND £1,000,000
RESERVE FUND £1,000,000

INTEREST allowed on Current Accounts at the rate of 2½ per cent. per annum on the daily balance.

ON FIXED DEPOSITS for 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

WM. DICKSON, Manager.
Hongkong, April 6, 1909.

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND Yen 16,900,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENTS:
Kobe, Nagasaki, Osaka, Yokohama, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

HONGKONG—Interest allowed.
On Current Account at the rate of 2½ per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

TAKESHI TAKAMOTO, Manager.
Hongkong, September 13, 1909.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(INCORPORATED IN THE NETHERLANDS)
ESTABLISHED 1824.

PAID-UP CAPITAL fL 45,000,000 (22,500,000)
RESERVE FUND fL 6,125,745 (2,310,475)

HEAD OFFICE—AMSTERDAM.
HEAD AGENT—BANKERS.

BRANCHES: Singapore, Penang, Malacca, Hongkong, Canton, Shanghai, Peking, Tientsin, Hankow, Harbin, Manchuria, Korea, Japan, etc.

INTEREST ALLOWED:
On Current Accounts 2½ per cent. per annum on the daily balance.

Fixed Deposits: Terms on application. Local bills discounted. Special facilities for exchange of foreign exchange on the principal cities of the world.

G. B. ADAMS, J.N., Manager.
HONGKONG BRANCH:
PRINCE'S BUILDING.
Hongkong, December 4, 1909.

BANKS.

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED do £1,125,000
PAID-UP do £625,000
RESERVE FUND £250,000

INTEREST allowed on Current Accounts at the rate of 2½ per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

EVAN ORMISTON, Manager.
Hongkong, April 23, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP Gold \$2,500,000
RESERVE FUND Gold \$1,250,000
RESERVE FUND Gold \$1,250,000
RESERVE FUND Gold \$1,250,000

HEAD OFFICE—60 WALL STREET, NEW YORK.
LONDON OFFICE—THE LANCET BUILDING, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.
The Capital and Counties Bank, Ltd.

BRANCHES AND AGENTS ALL OVER THE WORLD.
THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2½ per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

No. 3, QUEEN'S ROAD CENTRAL, HONGKONG.
W. M. ANDERSON, Manager.
Hongkong, January 24, 1909.

RUSSO-CHINESE BANK.

ORGANIZED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.
CAPITAL 15,000,000 Roubles.
RESERVE FUND 5,000,000 Roubles.
RESERVE FUND 5,000,000 Roubles.
RESERVE FUND 5,000,000 Roubles.

HEAD OFFICE—ST. PETERSBURG.
LONDON OFFICE: 41, Threadneedle St., E.C.

BRANCHES AND AGENTS:
Amoy, Canton, Hankow, Harbin, Peking, Tientsin, Shanghai, etc.

On Current Accounts at the rate of 2½ per cent. per annum on the daily balance.

Fixed Deposits: Terms on application. Local bills discounted. Special facilities for exchange of foreign exchange on the principal cities of the world.

G. B. ADAMS, J.N., Manager.
HONGKONG BRANCH:
PRINCE'S BUILDING.
Hongkong, December 4, 1909.

AGENTS.

LONDON: F. ALAN, 11 & 12, Cannon St.
HONGKONG: F. ALAN, 11 & 12, Cannon St.

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To Let.

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No. 8, MORRISON HILL.
Immediate entry.
Apply to
Messrs JARDINE, MATHESON & Co., Ltd.
Hongkong, Dec. 10, 1909. 658

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TANTALON, 183A, BARKER ROAD.
Rent \$250.00 per month. Seen by appointment only.
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Hongkong, December 8, 1909. 1521

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BUXEY LODGE, CAINE ROAD.
College or Family Residence, recently painted and renovated throughout. Immediate possession.
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GODOWN No. 4, PRYIA, KENNEDY TOWN.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, December 1, 1909. 1523

TO LET.

GODOWN No. 6A, DUDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, December 1, 1909. 709

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tung King's) Lap Road (East Point). Rent exceptionally moderate.
Apply to
KAM FOOK.
(behind the Star Hotel) or to
No. 8, Godown (on the Spot).
Hongkong, May 29, 1909. 716

OFFICES TO LET.

ON the Second Floor, No. 8, Des Voeux Road Central, corner of Ice House Street, SIX COMMODIOUS AND AIRY ROOMS with lavatory and kitchen attached, for terms apply to
PERRY SMITH, E.O.A.,
Receiver for L. M. APPEL & Co.,
in voluntary liquidation,
5, Queen's Road Central.
Hongkong, November 30, 1909. 1490

KING'S BUILDINGS.

OFFICES facing the Harbour; from about October. At present in occupation of Messrs Jardine, Matheson & Co., Ltd.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, December 1, 1909. 734

TO LET.

BERYL No. 1, HANKOW ROAD, Kowloon.
Apply to
H. M. H. NEMAZER,
41, Wyndham Street.
Hongkong, November 24, 1909. 1489

TO LET.

TARESPUR No. 32, Robinson Road, 7 ROOMS. Possession from 31st December, 1909.
Apply to
Ma LEUNG KIN ON,
c/o Netherland Trading Society.
Hongkong, November 17, 1909. 1429

TO LET.

WITH possession from March 1910. (Unfurnished) or desired the furniture could be taken over at a valuation. IAN MORR, Peak Road. Six-roomed semi-detached house commanding a good view of the harbour. Tennis Court and vegetable garden.
Four and Five-Roomed HOUSES, at Kowloon.
New and Commodious SHOPS, NATHAN ROAD, Kowloon. Immediate possession. Cheap Rent.
Apply to
HUMPHREYS' ESTATE & FINANCE Co., Ltd.
Hongkong, March 23, 1909. 408

TO LET.

GODOWNS IN PRAYA EAST, Blue Buildings, and No. 158, Des Voeux Road next to the Hongkong Hotel.
FLOORS IN GODOWN TERRACE, No. 10, Des Voeux Road Central, 1st Floor.
A House in RYTON TERRACE, A House in WONG NAI CHONG ROAD, No. 3, CLIFTON GARDENS, Central.
Offices to let No. 2, CONNAUGHT ROAD, 3rd Floor.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, December 1, 1909. 22

TO LET.

THE RYDE, No. 13, Peak, six Rooms, Tennis Court and very large garden. BEACONFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office.
GODOWNS in TUNNELL STREET, No. 2, BEACONFIELD ARCADE facing the Parade Ground.
HOUSES in BELLIS TERRACE, Robinson Road, newly painted and coloured, exceptionally cheap rental.
FOR SALE, FOR ORIENT, at Peak, commanding magnificent view of the Harbour and adjacent islands.
Premises lately vacated by Messrs Gordon & Co. known as 21 WHITEFIELD, BRACKLEY ROAD.
Premises in SHAMKIN, CANTON, now in occupation of the Canton-Kowloon Railway.
No. 25, SHELLEY STREET (New House).
Apply to
KINSTRAD & DAVID,
2nd Floor, Alexandra Buildings.
Hongkong, April 12, 1909. 164

TO LET.

THE NIPPON YUSEN KAISHA reports that the Company's business for the past half-year (April 1st to September 30th) was as follows:
European Line.—The period under review saw the completion of the Kamo Maru, Atsuta Maru, Hiranomaru, Kitano Maru, Mitsuhashi Maru and Miyazaki Maru (aggregate tonnage of 31,080). Favoured with the navigation encouragement subsidy, these new steamers assumed an irregular service between Japan and Europe as extra liners in addition to the twelve regular liners hitherto employed on this line. As Japan's export trade increased, the shipment of cargo for Europe was fairly prosperous. Shanghai beans and Ceylon tea were also exported to Europe in large volumes. The liners did not suffer from scarcity of cargo on outward voyages but owing to the commercial depression in Japan their holds were not full of goods on the homeward voyages, they being endeavoured to ship even pig-iron, the freight on which is very low. The employment of the new steamers of 5,600 tons each, however, caused an increase of passengers for all classes of accommodation.
American Line.—The dullness in the period under review was the worst since the opening of this line, both outward and homeward voyages being inactive. The unprecedented dullness is attributable to the increased American railway freight, the poor wheat crop in America and the boycott of Japanese steamers by Chinese. The Tosa Maru (5,823 tons), on her homeward voyage in July, carried only fifteen tons of cargo, so that she and another steamer, out of six American liners, were withdrawn from this and transferred to other lines.
Oriental Lines and Coasting Service.—There is nothing particular to report as to the Oriental Service. It is only noticeable that Messrs Butterfield and Swire, who were a strong rival to the N.Y.K. after the Russo-Japanese war, discontinued their regular Shanghai service in June last, and the Shanghai line is again monopolized by the Nippon Yusen Kaisha. It is also remarkable that a temporary competition occurred on the Tientsin line, increasing the shipment of goods from Japan and from Tientsin and Newchwang to some extent. With regard to the coasting service the cargo boats were well patronized, presumably as a reaction to the restoration of the tonnage of domestic commerce. The Company secured more successful results than in the corresponding period of the previous year by transferring large steamers from foreign lines. Suffering from the competition with the Imperial Railway Board, which lowered freights, and from the activity of other domestic steamship companies, the Company had to lower its tariff.
Accounts for the Past Half-Year.—In short, the Company's business for the period under review was still affected by the dullness of navigation in general, except for a portion of its line, but, owing to the fall in price of coal, a curtailment of expenditure, and a domestic readjustment of the Company, the management was enabled to secure profits to the amount of ¥1,440,000 as against ¥1,170,000 in the previous half-year. During the period (290,000 tons) in its possession and nine other vessels (35,000 tons) chartered, thereby carrying 1,470,000 tons of cargo and 130,000 passengers. Their voyages covered 1,070,000 miles.
The Statement of Accounts to be presented to the half-yearly meeting is:—
Brought from last account..... ¥190,648
Gross profits for the past half-year 1,441,608
Total..... 1,632,256
To Reserves..... 50,386
" Bonus (10 per cent. per annum)..... 1,100,000
Carried to next account..... 481,870
Total..... 1,632,256

EUROPEAN AGENCY.

INDENTS promptly executed at lowest cash prices for all kinds of British and Continental goods, including:—
Books and Stationery.
Boots, Shoes and Leather.
Chemicals and Druggists' Sundries.
China, Earthenware and Glassware.
Fruits, Meats and Accessories.
Furniture, Millinery and Piece Goods.
Fancy Goods, Perfumery.
Hardware, Machinery and Metals.
Jewellery, Plate and Watches.
Photography and Optical Goods.
Provisions and the Store.
etc., etc.
Commission 2½ to 5%.
Trade Discount allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignment of Produce Sold on Account.
WILLIAM WILSON & SONS,
(Established 1814),
25, Abchurch Lane, London, E.C.
Cable Address: "ANSTAIRS, LONDON"

FOR SALE.

FOR SALE ON TO LET.
DERRINGTON, Peak Road.
"SHORNCLEIFFE, Garden Road.
For particulars apply to
c/o GARDNER, BOKER & Co.,
King's Buildings, Third Floor.
Hongkong, June 8, 1909. 751

FOR SALE.

ONE full size Burroughs and Watts BILLIARD TABLE.
In good condition.
Apply to
GEO. P. LAMBERT,
Duddell Street.
Hongkong, September 24, 1909. 1504

FOR SALE.

AT THE CHINA MAIL OFFICE.
FROM LONDON TO PEKING.
ACROSS SIBERIA IN 1901.
Price..... 50 cents

N.Y.K. HALF-YEAR'S REPORT.

The Nippon Yusen Kaisha reports that the Company's business for the past half-year (April 1st to September 30th) was as follows:

European Line.—The period under review saw the completion of the Kamo Maru, Atsuta Maru, Hiranomaru, Kitano Maru, Mitsuhashi Maru and Miyazaki Maru (aggregate tonnage of 31,080). Favoured with the navigation encouragement subsidy, these new steamers assumed an irregular service between Japan and Europe as extra liners in addition to the twelve regular liners hitherto employed on this line. As Japan's export trade increased, the shipment of cargo for Europe was fairly prosperous. Shanghai beans and Ceylon tea were also exported to Europe in large volumes. The liners did not suffer from scarcity of cargo on outward voyages but owing to the commercial depression in Japan their holds were not full of goods on the homeward voyages, they being endeavoured to ship even pig-iron, the freight on which is very low. The employment of the new steamers of 5,600 tons each, however, caused an increase of passengers for all classes of accommodation.

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BALESTINE TOILET SETS

Silver-mounted,
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BOTTLES

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Perfume Sprays,

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GREAT VARIETY.**

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PRINCE HALL OF HONGKONG.

DE WATSON ROAD CENTRAL.

GRAND (see PROGRAMME) EVERY 2 DAYS.

TO-NIGHT!

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NEW PIANOS

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MEMOS FOR MONDAY

Miscellaneous

10 a.m.—Military Gun Practice. Meeting. 6 p.m.—Meeting of Victoria Recreation Club in the Club Gymnasium.

General Memoranda

TUESDAY, December 14.—10 a.m.—Military Gun Practice. 2.30 p.m.—Auction of Household Furniture at Mr. Geo. P. Lammer's Sales Rooms. 5.30 p.m.—Organ Recital in St. Peter's Church, West Point.

FRIDAY, December 17.—2.30 p.m.—Auction of Chinese Curios at Mr. Geo. P. Lammer's Sales Rooms.

The China Mail

HONGKONG, SATURDAY, DECEMBER 11, 1909.

GREAT BRITAIN AND GERMANY AS TRADE RIVALS.

GRAF ERNST VON REVENTLOW, in the course of a thoughtful article on "The Naval Policy of Germany" contributed to the current issue of "The Navy League Annual," declares that it is the great commercial struggle which Germany is making to increase her hold upon the markets of the world which has caused the present high tension of feeling between Great Britain and the German Empire. Englishmen, he argues, view with alarm the continued industrial expansion of Germany, for that expansion is being made at the expense of Great Britain, who is thus finding herself surely and steadily ousted from her old position by her younger, more energetic and better trained competitor. A recent article printed by *The Economist* rather discounts the latter part of this statement, however, and we make no apology for quoting extensively from it, for although we know that figures can be twisted to serve any purpose, we think those here collected are worthy of a little closer study than is ordinarily accorded by the busy merchant and trader to newspaper compilations, for they disclose a state of affairs which cannot but be considered highly satisfactory for the upholders of the commercial prowess of England. *The Economist*, in fact, has compiled a series of tables showing just what has been the growth of the trade of the two countries in recent years, though it confines its inquiry to the twelve years ending in 1906 as the figures for later years are not yet complete. For the purposes of its showing, *The Economist* divides the world's markets into three groups—British possessions, extra-European foreign countries, and European

countries. It presents an average of the first four and the last four years of the dozen years to be dealt with—1895-1906. In the first group, the figures virtually cover the British Empire, except the United Kingdom. For the two countries the figures covering nineteen colonies and possessions, are as follows in thousands of pounds:

Year	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906
Imports	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128
Exports	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128

Year	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906
Imports	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128
Exports	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128

This table is declared to be "eminently satisfactory," there being "not a single colony in which British trade does not show an overwhelmingly larger increase than German trade." In the case of India "we have increased our shipments to the extent of £25,028,000 a year, while Germany has increased hers only by £1,314,000 a year."

"But Australia" has taken £24,000,000 a year more from us and only £1,145,000 a year more from Germany. "As a result for all of the British Possessions the figures show that 'the increase in British trade was more than ten times larger than the increase in German trade.' So far as the British Possessions are concerned 'Germany has not yet begun to be a serious competitor with us.'"

In dealing with foreign countries outside of Europe, the figures at hand enable *The Economist* to cover the ground only "very imperfectly." Seven countries are all that can be included, which leaves out of the reckoning "a large number in which British trade has made much greater progress than German trade"—for example, China, where the imports from Germany are not obtainable. From Britain, however, trade in China increased from £5,757,000 to £9,564,000, or by £4,107,000. The seven countries for which figures for both nations are obtainable, and the amount of the trade (in thousands of pounds), are as follows:

Year	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906
Imports	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128
Exports	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128

The writer calls attention to the fact that, in the countries dealt with in the foregoing tables, neither England nor Germany enjoys any advantage by reason of geographical position, the two countries being on equal terms as to the cost of shipping goods.

Before considering the third group, which embraces countries where these even terms do not prevail, the writer summarizes the results in the two tables, and thus shows that the increase in British trade has been £64,804,000 and in German trade £18,085,000.

"Markets on the Continent of Europe are then dealt with. Of these the most important 'are clustered around the

very borders of the German Empire.' Goods can be poured into them by Germany 'with the minimum of expense for handling and transport.' Germany therefore in these countries 'enjoys a marked advantage over us by reason of her geographical position.' The following table of imports is then presented (in thousands of pounds) to show 'how heavily this advantage weighs in the scales of international trade':

Year	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906
Imports	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128
Exports	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128	1,128

In this table the notable feature is the showing for Holland, where Britain has an increase of only £1,028,000 and Germany one of £25,197,000. But it is here to be remembered that large quantities of German goods are sent to England, America, and other countries via Holland, and en route are recorded as German imports into Holland. The writer believes that Germany's increase of trade with European countries is thus over-valued by some £10,000,000 a year; "but even so her trade expansion in these markets would still be £76,236,000 a year against our £26,978,000 a year." An examination of the table, however, "will show that Germany's superior progress in Europe is almost entirely accounted for by her trade with Russia, Sweden, Denmark, Holland, France, Switzerland, and Austria-Hungary—all of them countries where Germany's geographical advantage over us is most marked."

After reading through these figures and digesting them surely British merchants may "take heart again."

NEWS OF THE DAY.

Two keepers were fined \$100 each and thirteen gamblers \$4 each at the Magistracy to-day.

Mr. T. H. King has been appointed to discharge the duties of Superintendent of Imports and Exports during the absence on leave of Lieut. C. W. M. Beckwith, R.N.

Difficulty is being experienced by Japanese banks in finding employment for their deposits. The First Bank is said to have 78,000,000 lying idle and the Mien Bank ¥7,300,000.

For the first time in the modern history of Manila a seizure of opium has been made on a steamer that did not last come from Hongkong. Forty-five cases of the drug were found in the possession of a Filipino labourer on the N. D. L. Prinz Sigismund on her arrival from Australia. The would-be smuggler was arrested through the help of the captain of the ship.

The Rev. J. L. Bacon, B.A., of the Church Missionary Society, will preach at the morning service at St. Peter's Church, West Point, to-morrow morning and at the evening Bishop Ingham, D.D., Home Secretary of the O.M.S. will preach.

Reuter wires from Peking that reports received by the British Legation with regard to the suppression of the opium traffic show that progress has been made in the Northern Provinces, Yunnan and Kwangtung. Some little progress has been made in the Central Provinces, but very little in Szechuan, Kweichow, and Shansi.

By kind permission of the Colonel and officers, the band of the 13th Rajpoots, under Bandmaster Coke, will play the following programme on Sunday next, at the Catholic Union Club's grounds, commencing at 4 p.m.—Handel's Largo; Fauriel's "Elfenbein" (Scherzo); Grand March from "Tannhauser" (Wagner); Overture from "Rienzi" (Wagner); Overture "Sinfonia" (Rossini); "Ave Maria" (Schubert); and Marche Solenne (Gode).

The Pacific Mail Steamship Company kindly inform us that the alien head tax of \$4, heretofore collected from passengers proceeding via America to Europe, Canada or any other country foreign to America, and from passengers who purchase in the Orient round-trip transportation to American ports and return to the Orient from now on will not be collected from first-class or intermediate-class passengers of the line controlled by the P. M. Company.

RAMBLING NOTES.

A writer in one of the Shanghai papers seems to think that Hongkong made a rather unfair mistake in declaring its neutrality in the match against Shanghai and putting in their opponents for half an hour's battling in the fast fading light of late afternoon. Perhaps it would have been better to have played out the innings and let Shanghai go in fresh next morning, but there were many questions to take into consideration and on the whole I think the Hongkong Captain did the proper thing.

I have not noticed any "dying-up" at Statue Square yet. The Circumlocution Office in Hongkong takes a long time to "get a move on"—but when it does! well, we shall see something really happening, and the Colony's front door-step may perhaps cease to be a disgrace in the eyes of all citizens, with the slightest spark of municipal spirit in them.

The public-house reform scheme outlined by the Governor on Thursday is very attractive. But will it be possible to work a Public House Trust here? Of course we are but a small Colony and remarkably self-contained so that we start with many advantages, but what people ask themselves when looking into the question is, is there any feeling in the Colony as to the necessity of money to it? The general consensus of feeling in the Colony seems to be that there isn't so very much to be made out of the public-house business, and that consequently the Governor would find some difficulty in finding the wherewithal with which to start his Trust. But he has given us a pointer in the right direction, that goes without saying.

"On the whole men discharge their jury-service in Hongkong very faithfully and with the least possible amount of grumbling. It is recognised by most of us to be a public duty which it is a great privilege to be able to discharge. But the proposal to extend the limits of special jury service does not seem to meet with universal approval. As you said last night, Mr. Editor, one can have too much of a good thing. Notwithstanding that, and some feeling in the Colony seems to be that there isn't so very much to be made out of the public-house business, and that consequently the Governor would find some difficulty in finding the wherewithal with which to start his Trust. But he has given us a pointer in the right direction, that goes without saying."

Kobe is a wonderful place. In the opinion of many of its foreign residents it approaches more nearly to being "the hub of the Universe" than any other township they know of. Wonderful things happen there at times—yet I could not help thinking something had gone wrong with my eyesight the other day when a friend drew my attention to that preternaturally grave and sober sheet, yelped *The Japan Chronicle*, was announcing a difference of half a cent a week in the rising sun each day on a certain Thursday it was said to rise at 6.42 a.m., while by the Wednesday in the following week it was not to rise till 10.48 a.m. I am not "pulling your leg," gentle reader. Here is the table taken from the paper itself—

For week ending Wednesday, Nov. 3rd.	SUNRISE	SUNSET
28th, Thursday.....	6.42	6.59
29th, Friday.....	7.17	7.34
30th, Saturday.....	7.42	7.59
31st, Sunday.....	8.11	8.33
1st, Monday.....	8.40	9.02
2nd, Tuesday.....	9.08	9.22
3rd, Wednesday.....	10.43	11.16

[Note by Editor:—Accidents will happen even in the best-regulated offices, especially if a mischievous imp of a boy gets into the premises that strangles person, the printer's devil, has been getting off some of his fine "making up" work and has "dropped" the local tide table into the place where the sunrise figures ought to be.—Ed. C. W.]

What an extraordinarily long burst of uninterrupted sunshine we are having this autumn! It is over a month since the last drop of rain fell. In regard to sporting fixtures and outdoor amusements the conditions are ideal, but vegetation is suffering badly while the exceeding dryness of the atmosphere is producing a most abnormal crop of nasty coughs and sore throats everywhere. There is every possibility of this sort of thing continuing now on to the New Year, unless Manila can transfer another typhoon from the neighbourhood of the Carolines to the China Sea. Fortunately our water supply is ample, while the Imports Department at the Harbour Office reports brisk business!

And the week after next the American invasion is due. Unless a few have been inadvertently left behind at Colombo, Singapore, Java, Manila or other way ports they ought to number 700. A good many of the worthy ladies and gentlemen of the interior of the "Middle States," I read in a Colombo paper, and had never been on a ship before they took possession of the Cleveland. High spirits still prevailed among them when Ceylon was reached, though here and there a discordant note might be heard. One gentleman from Iowa had formed the smallest possible opinion of Naples. He disliked its squalor and laziness and thought that the escapee had been over-rated. It reminds me of the remark made to Lady Randolph Churchill by Sam Lewis, the famous moneylender, after the latter's first and only visit to the Eternal City, "Rome, you can 'ave Rome.'"

Another gentleman, who persisted in walking about in a heavy coat and bowler hat, complained of the unscientific manner in which the rickshaw pullers went about their work and at the same time expressed an opinion that the railways of Ceylon badly required bringing up to date. "What will be the day of Hongkong, I wonder."

But there, it takes all sorts to make a world, doesn't it?

Gene, who is four years old, was delighted recently when the work brought a long-coveted baby sister. He went forthwith to announce the glad thing to the neighbours. To his surprise, they were not inclined to believe him, especially Edward, his chum, who had scoffed at the idea of a new arrival at Gene's house. With trembling lip the little fellow ran to his mother and threw himself, sobbing, against her breast. "Don't think, mother," he wailed, "Edward won't believe I've got a baby sister! And you know I've got some of the world's bestest friends growing stronger, and he wailed, 'You know how good I was to him when they had kittens over at his house!'"

THE ELECTION.

PREPARING FOR THE FRAY.

(Reuter's Service to the China Mail.)
London, December 10.
The election campaign continues to be busily prosecuted. The Conservative programme has been published. Nineteen peers will participate.

THE CRETAN SITUATION.

(Reuter's Service to the China Mail.)
London, December 10.

The Cretan Protecting Powers in a Note to Turkey have informed her that the moment is not opportune to negotiate for the establishment of a definite regime in the island.

RETURN OF THE IDZUMO.

(Independent News Agency's Service to the China Mail.)
Tokyo, December 10.

The cruiser Idzumo returned yesterday to Yokosuka from her trip to America, where she represented Japan at the Portia festivities held at San Francisco.

THE NORTH POLE DISPUTE.

SERIOUS CHARGES AGAINST DR. COOK.

(Reuter's Service to the China Mail.)
London, December 10.

The *New York Times* publishes affidavits made by Captain Loe, a retired navigator, and a Mr. Dunkle, an Insurance Agent, to the effect that they recently supplied Mr. Cook with fabricated nautical and astronomical observations such as he would take on a polar journey. They further state that Dr. Cook has disappeared because he has not paid the sum stipulated.

MR. ASQUITH AND THE LORDS.

HOME RULE AGAIN ADVOCATED.

(Reuter's Service to the China Mail.)
London, December 11.

An enthusiastic Liberal demonstration has been held at the Albert Hall, London.

Mr. Asquith had a tremendous reception. He asked the electorate for authority to place on the Statute Book an explicit recognition that the House of Lords had no right to meddle with questions of finance.

He declared that the abolition of the absolute veto of the House of Lords must be accompanied by a shortening of the life of the House of Commons to five or four years.

The only solution of the Irish problem was full self-government for purely Irish affairs, with safeguards for the supremacy of the Imperial Parliament.

GERMAN FINANCE.

DETAILS OF THE NEW LOAN.

(Reuter's Service to the China Mail.)
London, December 11.

In the Reichstag the Treasurer announced that a loan of 26 millions sterling, due to previous deficits, would be raised gradually to prevent any disturbing of the money market.

The Imperial Chancellor, Herr Bethmann-Hollweg, in the course of a notable speech, expressed a sincere desire for good Anglo-German relations. The more freely and loyally this attitude was expressed the better it would be for both countries.

Another gentleman, who persisted in walking about in a heavy coat and bowler hat, complained of the unscientific manner in which the rickshaw pullers went about their work and at the same time expressed an opinion that the railways of Ceylon badly required bringing up to date. "What will be the day of Hongkong, I wonder."

Gene, who is four years old, was delighted recently when the work brought a long-coveted baby sister. He went forthwith to announce the glad thing to the neighbours. To his surprise, they were not inclined to believe him, especially Edward, his chum, who had scoffed at the idea of a new arrival at Gene's house. With trembling lip the little fellow ran to his mother and threw himself, sobbing, against her breast. "Don't think, mother," he wailed, "Edward won't believe I've got a baby sister! And you know I've got some of the world's bestest friends growing stronger, and he wailed, 'You know how good I was to him when they had kittens over at his house!'"

KOREANS WHO DESIRE ANNEXATION.

PRO-JAPANESE PETITION RETURNED.

(Independent News Agency's Service to the China Mail.)
Tokyo, December 10.

The petition recently sent to the Korean Emperor by the Il-chi-hoi suggesting that Japan be asked to annex the peninsula, has been sent back as the result of the last meeting of the Korean Cabinet.

The Il-chi-hoi will not abandon the petition and will again attempt to persuade the Emperor to adopt their point of view.

Tokyo, December 10.
The Il-chi-hoi have again sent in their petition to the Korean Prime Minister and have pressed him to persuade the Emperor to accede to their request.

MANCHURIAN RAILWAY PROFITS.

(Independent News Agency's Service to the China Mail.)
Tokyo, December 10.

The total net profits of the South Manchurian Railway for the half year ending July, are 1,700,000 yen.

BANK INTEREST IN JAPAN.

(Independent News Agency's Service to the China Mail.)
Tokyo, December 10.

The Mitsui Bank has decided to lower its rates of interest on deposits of various kinds. Other leading banks will follow its example.

SZETCHUAN RAILWAY.

AMERICAN ENGINEERS ENGAGED.

(Wah Tse Yat Po's Service.)
Peking, December 10.

Two American engineers have been engaged for the construction of the Szechuan railway under Taotai Tain Tien Yao as engineer-in-chief.

HANKOW-CANTON RAILWAY ABUSES.

(Wah Tse Yat Po's Service.)
Peking, December 10.

The Viceroy of Canton has submitted a memorial to the Throne concerning the abuses which have grown up around the Hankow-Canton railway. The Board of Communications has been directed to enquire into the matter and take the necessary steps.

A remarkable criminal trial has just come to an end at Peking in West Sumatra, after lasting for over two months. It arose from the Government Treasury at Acheen being robbed of 321,000 guilders, through false keys, early in 1907. The police failed to trace the criminal, until an anonymous

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

LONDON & ANTWERP, (NORE) About 15th Dec. Freight and Passage.
 SHANGHAI, MOJI, KOBE, YOKOHAMA, (Capt. D. G. GREGG, R.N.) December. Passage.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

IMPERIAL LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.
 The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong: ALLAN LINE From St. John:
 'EMPEROR OF JAPAN' SATURDAY, 1st JAN. 'EMPEROR OF IRELAND' FRIDAY, 28th JAN.
 'EMPEROR OF CHINA' SATURDAY, 15th JAN. 'EMPEROR OF IRELAND' FRIDAY, 28th FEB.
 'EMPEROR OF INDIA' TUESDAY, 19th FEB. 'EMPEROR OF IRELAND' FRIDAY, 28th MAR.
 'EMPEROR OF JAPAN' SATURDAY, 26th FEB. 'EMPEROR OF IRELAND' FRIDAY, 22nd APRIL.
 'EMPEROR OF CHINA' SATURDAY, 26th MAR. 'EMPEROR OF IRELAND' FRIDAY, 20th MAY.

'Emperors' Steamships leave Hongkong at 7 a.m. and 'Monteagle' at 12 Noon.
 Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at St. John with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.
 Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Cabin while crossing the American Continent by Train and at St. John with Atlantic Mail Steamer as shown above). The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via New York \$245.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL

HENRIK LSEN 4078 M. B. SEANDWILL About December 15th, 1908.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For SHANGHAI, KOBE and YOKOHAMA OCEANIC, SELLER, Dec. 20, p.m.

MARSEILLES, Via PORT, TONKIN, CHARBONNEL, Dec. 21, at 1 p.m.

SHANGHAI, KOBE and YOKOHAMA NERA, MARTIN, Jan. 3, p.m.

MARSEILLES, Via PORT POLYNESIE, BRON, Jan. 4, at 1 p.m.

TRANSHIPMENT on the Co's Steamers at SINGAPORE for BALATA, at COLOMBO for SINGAPORE, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONNOR, SUEZ and BRISTOL.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in London.

For further particulars, apply to

P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, Via STRAITS AND COLOMBO.

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports.

And all North and South American Ports.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward Homeward

For Shanghai, Yokohama & Kobe S.S. SCANDIA 15th Dec.

S.S. BRASILEIA 15th Jan.

S.S. SIBERIA 15th Jan.

S.S. SIBERIA 15th Jan.

S.S. SIBERIA 15th Jan.

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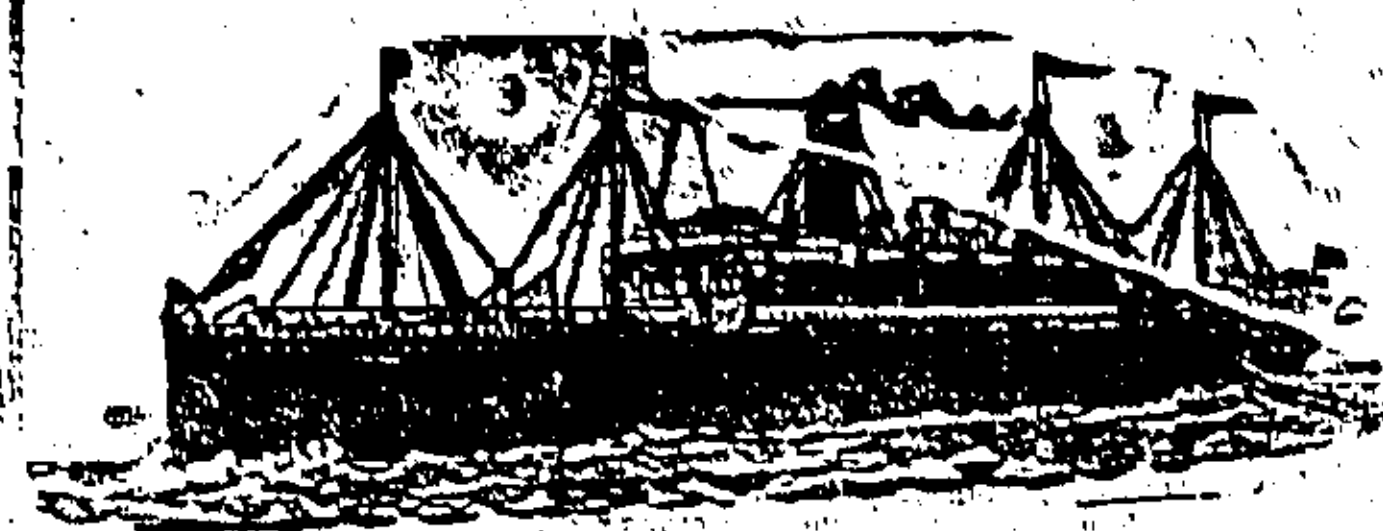
S.S. SIBERIA 15th Jan.

S.S. SIBERIA 15th Jan.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS SAILING DATES

* SIBERIA 18,000 Tons, FRIDAY, 17th Dec., at Noon.
 * MANCHURIA 27,000 " FRIDAY, 31st Dec., at Noon.
 * CHIYO MARU 21,000 " FRIDAY, 7th Jan., at Noon.
 * MONGOLIA 27,000 " FRIDAY, 28th Jan., at Noon.
 * TENYO MARU 21,000 " FRIDAY, 4th Feb., at Noon.
 * Twin Screw. * Triple Screw Steamer.

The S.S. SIBERIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, December 17th, at Noon.

Fares: Hongkong to London £71. 10. 0. Including Berth and Meals across America.

INTERMEDIATE SERVICE.

China 10,200 Tons, FRIDAY, 24th Dec., at Noon.

Asia 9,500 " FRIDAY, 14th Jan., at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports \$245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kine's Bazaar (opposite Blake Pier).

S. SILVERSTONE, Agent.

OSAKA SHOSHEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leave
TACOMA, via MOJI, KOBE and YOKOHAMA	TACOMA MARU, Capt. H. Yamamoto.	6,178	Friday, 17th Dec., at 4 p.m.
Do.	SEATTLE MARU, Capt. T. Sato.	6,182	Friday, 31st Jan., at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leave
SWATOW, AMOI & TAMSUI	DAIJIN MARU, Captain Y. Kikaraki.	SUNDAY, 12th Dec., at 10 a.m.
SHANGHAI, via SWATOW, AMOI and FOOSHOW.	SHUTSU MARU, Captain Y. Fueno.	THURSDAY, 18th Dec., at 8 a.m.
SWATOW, AMOI & TAMSUI	DAIGI MARU, Captain H. Murayama.	SUNDAY, 19th Dec., at 10 a.m.
TAKAO and ANPING, via SWATOW & AMOI.	SOSHU MARU, Captain T. Sugi.	WEDNESDAY, 22nd Dec., at 8 a.m.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: 'CHOSHUN MARU' and 'BUTSU MARU'—First-class line—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To SAIL, 1909.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	PRINZ LUDWIG, Capt. v. Binzer.	WEDNESDAY, 16th Dec., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.	BUELOW, Capt. E. Prosch.	WEDNESDAY, 16th Dec.
MANILA, YAP, NEW GUINEA, PT. BATAVIA, SAMARANG, SYDNEY & MELBOURNE.	PRINZ SIGISMUND, Capt. D. Lenz.	FRIDAY, 31st Dec., at Daylight.
YOKOHAMA and KOBE.	PRINZ SIGISMUND, Capt. D. Lenz.	SATURDAY, 11th Dec.
KUDAT and BANDARAN.	BORNEO, Capt. F. Hembl.	Middle of December.

For further Particulars apply to

Norddeutscher Lloyd.

MELOHRS & CO.

General agents, Hongkong & China.

COMMERCIAL.

YARN.

Mosses, Polahwallah and Edwall, Cotton and Yarn Brokers, report—

Since the issue of our last report on the 25th ultimo per s.s. Delhi our market continued in the same strong position as previously mentioned.

One of two dealers who had largely operated for a rise continuing their purchases at an advance of \$1 to 3 on previous quotations.

On the other hand other large dealers kept entirely aloof from the market and were not buying except for their urgent wants.

Subsequently a favourable recovery in exchange discouraged the speculators who have now ceased operations.

and the state of our market has now become uncertain and depends entirely on the Shanghai market.

We may mention that Bombay has been greatly influenced by the excitement in Shanghai, and we close quiet but steady with some importers eager to realize at current rates while others are firm and holding on.

No. 64 and 65—Small sales at former rates.

No. 104 and 125—Show an improvement of \$1 to 3 per bale, but are in no great demand.

No. 165—Being in small supply have fetched very high prices, but sales are trifling.

No. 205—Are in excessive supply and some well-known superior desirable tickets have been taken up largely at an advance of \$1 to 2 per bale while other undesirable tickets have changed hands at a slight increase.

Total Sales 5,500 bales.

Unsold Stocks estimated at 15,000 bales.

Sold but undelivered in the Godowns, and to arrive 22,000 bales.

Arrivals—The Mail Steamer Delta and extra Steamers Takasaki Maru from Bombay, and Kotsang from Calcutta, have brought in 3,054 bales for Hongkong, and 9,000 bales for Shanghai, and coast ports &c. amount to about 2,000 bales.

Shanghai—Is reported very strong and a further rise of 1 to 3 bales has taken place with a considerable business.

Japanese Yarn—Market almost closed.

Local Mill—No sales.

Raw Cotton—There is no stock of old Indian Cotton.

A small importation of 200 bales New Bengals have been taken up at \$34.

The cotton is really of a much better quality than last year being whiter in colour and entirely free from seeds and yellow spot.

Stocks 75 bales. In China kinds a parcel of 95 bales has changed hands at \$35; stocks 170 bales. We quote old Bengals \$31 to 33 and new \$34 to 37, and China \$35 to 38.

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

FROM TACOMA, JAPAN AND SHANGHAI.

THE Steamship TACOMA MARU.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining on board after SATURDAY, the 11th December, 1908, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 15th December will be subject to rent.

All broken, chafed and damaged goods are to be left in the godown where they will be examined on TUESDAY, 14th December.

No fire insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, December 9, 1908. 1524

THE BANK LINE, LIMITED.

STEAMSHIP AYMERIO.

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, AND MOJI.

THE above steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take delivery of their Cargoes from alongside.

Cargo remaining on board after SATURDAY, the 11th December, 1908, at Noon, will be landed and stored at Consignees' risk and expense.

No fire insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, December 7, 1908. 516

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAY.

7.00 a.m. to 7.30 a.m.—Every 30 minutes.

7.30 a.m. to 10.00 a.m.—Every 10 minutes.

10.30 a.m. to 11.00 a.m.—Every 15 minutes.

11.30 a.m. to 12.45 p.m.—Every 15 minutes.

12.45 p.m. to 1.15 p.m.—Every 10 minutes.

1.15 p.m. to 1.45 p.m.—Every 15 minutes.

1.45 p.m. to 2.15 p.m.—Every 10 minutes.

2.15 p.m. to 3.00 p.m.—Every 15 minutes.

3.00 p.m. to 5.00 p.m.—Every 15 minutes.

5.00 p.m. to 6.00 p.m.—Every 10 minutes.

6.00 p.m. to 6.45 p.m.—Every 15 minutes.

6.45 p.m. to 7.00 p.m.—Every 15 minutes.

7.00 p.m. to 7.30 p.m.—Every 30 minutes.

7.30 p.m. to 8.00 p.m.—Every 15 minutes.

8.00 p.m. to 8.30 p.m.—Every 30 minutes.

8.30 p.m. to 9.00 p.m.—Every 15 minutes.

9.00 p.m. to 9.30 p.m.—Every 30 minutes.

9.30 p.m. to 10.00 p.m.—Every 15 minutes.

10.00 p.m. to 10.30 p.m.—Every 30 minutes.

10.30 p.m. to 11.00 p.m.—Every 15 minutes.

11.00 p.m. to 11.30 p.m.—Every 30 minutes.

11.30 p.m. to 12.00 a.m.—Every 15 minutes.

12.00 a.m. to 12.30 a.m.—Every 30 minutes.

12.30 a.m. to 1.00 a.m.—Every 15 minutes.

1.00 a.m. to 1.30 a.m.—Every 30 minutes.

1.30 a.m. to 2.00 a.m.—Every 15 minutes.

2.00 a.m. to 2.30 a.m.—Every 30 minutes.

2.30 a.m. to 3.00 a.m.—Every 15 minutes.

3.00 a.m. to 3.30 a.m.—Every 30 minutes.

3.30 a.m. to 4.00 a.m.—Every 15 minutes.

4.00 a.m. to 4.30 a.m.—Every 30 minutes.

4.30 a.m. to 5.00 a.m.—Every 15 minutes.

5.00 a.m. to 5.30 a.m.—Every 30 minutes.

5.30 a.m. to 6.00 a.m.—Every 15 minutes.

6.00 a.m. to 6.30 a.m.—Every 30 minutes.

6.30 a.m. to 7.00 a.m.—Every 15 minutes.

7.00 a.m. to 7.30 a.m.—Every 30 minutes.

7.30 a.m. to 8.00 a.m.—Every 15 minutes.

8.00 a.m. to 8.30 a.m.—Every 30 minutes.

8.30 a.m. to 9.00 a.m.—Every 15 minutes.

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1.30 a.m. to 2.00 a.m.—Every 15 minutes.

2.00 a.m. to 2.30 a.m.—Every 30 minutes.

2.30 a.m. to 3.00 a.m.—Every 15 minutes.

3.00 a.m. to 3.30 a.m.—Every 30 minutes.

3.30 a.m. to 4.00 a.m.—Every 15 minutes.

4.00 a.m. to 4.30 a.m.—Every 30 minutes.

4.30 a.m. to 5.00 a.m.—Every 15 minutes.

5.00 a.m. to 5.30 a.m.—Every 30 minutes.

5.30 a.m. to 6.00 a.m.—Every 15 minutes.

6.00 a.m. to 6.30 a.m.—Every 30 minutes.

6.30 a.m. to 7.00 a.m.—Every 15 minutes.

7.00 a.m. to 7.30 a.m.—Every 30 minutes.

7.30 a.m. to 8.00 a.m.—Every 15 minutes.

8.00 a.m. to 8.30 a.m.—Every 30 minutes.

8.30 a.m. to 9.00 a.m.—Every 15 minutes.

